

MANSCEN

Command Sergeant Major Safety Action Council (CSMSAC)

1st QTR FY07



CSMSAC Agenda

20 Nov 06

- **Introduction**
- **Status of “Due Outs” from last OSHAC & CSMSAC**
- **Class A Accident Briefings**
- **“Hot” Safety Topics**
- **Composite Risk Management & Off Duty Safety**
- **Cold Weather Injury Prevention Best Practices**
- **60-Day Hazard Assessment**
- **60-Day Media Push**
- **Command Sergeant Major Closing Comments**



“Due Outs” from last OSHAC

Issue # 1 Better statistical overview so MANSCEN can better track accident performance (to include comparison to MACOM, other agencies)

Lead: MSO

Status: Amber

Comments: MSO is creating a better statistical overview and will incorporate new statistical tracking requirements IAW DA/TRAODOC/IMA safety plan

Issue # 2 Indiana accident hazards (parking, pedestrians/runners)

Lead: MSO / DES / DPW

Status: Green

Comments: Parking lots have been constructed. CofS re-emphasized PT in Safe & Secure route.

Issue # 3 Crosswalks / Flashing lights on Iowa at several locations

Lead: DPW / MSO

Status: Amber

Comments: - Near bldg. 935, contract awarded (w.o. # 11688)



“Due Outs” from last OSHAC

Issue # 4 Iowa Speed Limit should be reduced to 25 m.p.h. between North and South Dakota

Lead: DES / DPW / MSO

Status: Amber

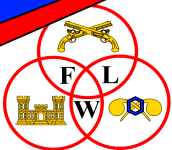
Comments: Reviewed by all agencies (above). Upon CMD GP approval, DPW will complete.

Issue # 5 Cell phone use without hands free device enforcement_

Lead: DES

Status: Green

Comments: Citations at officer's discretion (DD 1408 or DD 1805 with \$50 fine). CDRs receive Violation Summary w/in 24hrs. DES will continue to enforce and emphasize.



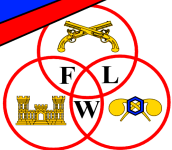
“Due Outs” from last CSMSAC

Issue # 1 Physical Training on Carwash Hill/Demolition Road. Should area be added to the Safe and Secure Run routes?

- ✓ **Recommend the road not be made a safe and secure route.**
- ✓ **Monitor situation, continue safety precautions.**

Issue # 2 Poor condition of TA 61 access road:

Comments: Short term plans to repair specific areas vice re-pavement of entire road leading to the USMC Vehicle Recovery Section (VRC). Road repairs have been conducted to damaged areas of the road. However, with constant LVS convoys; drivers are steering around non-repaired portions and creating more damage to the road due to excessive usage and vehicle weighs.



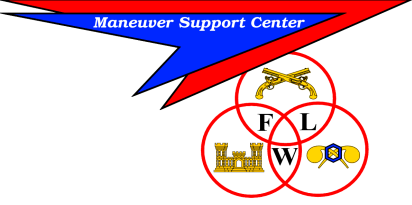
“Due Outs” from last CSMSAC

Issue # 3 Hunting safety at Sportsman Center.

Comments: Sportsman Center is currently working on a new version of the mandatory annual FLW orientation hunters video. Mr Michael Elmer of the Sportsman Center is coordinating production. Date and time of release is TBD. Funding may be an issue at this time.

Issue # 4 Horse Trail/Stable Area and Archery Hunting: Concerns were brought up because bow hunting is authorized within the vicinity of the stables and horseback riders.

Comments: FLW Sable SOP and current post regulation (FLW 210.12 wCH1) clearly states the requirements of safety buffers to prevent horseback riders and bow hunter encounters. Bow hunters are not authorized to set camp in, or around the stable area.



“Due Outs” from last CSMSAC

Issue # 5 Cab drivers not complying with FLW Regulation:

Comments: MANSCEN Safety Office has been in contact with Post Cab Company management . Stringent rules are in place by the company to comply with Post Regulations. Vigorous penalties will be administered for habitual offenders.

There is no policy restricting cab usage between NCO's and IET personnel. Fraternization regulation governs.

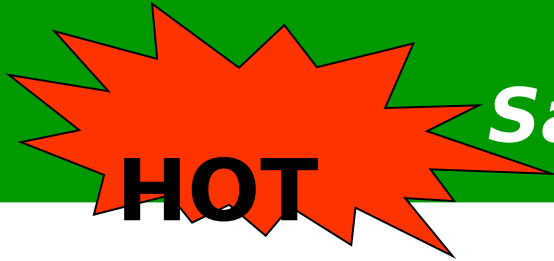
Issue # 6 Inadequacy of current Safe and Secure Route entry barriers.

Comment: Garrison Commander is proposing security swing gates that responsible units will secure and un-secure at the appropriate times.

Class A Accident Briefings

No Class A
Accidents/Fatalities
last quarter
or in FY06!!

CONGRATULATIONS!!!



Safety Topics

- DA/TRADOC/IMA Mandated Safety Plans
- TRADOC CSM Safety Council, 14 Dec 06
- IG/Safety Inspection, 11-15 Dec 06
- Composite Risk Management & Off Duty Safety

CRM OVERVIEW

- **FM 5-19 replaces FM 100-14**
- **Expands RM to focus on all potential hazards:**
 - **Accident risks**
 - **Tactical risks**
 - **Illnesses**
 - **Suicides**
 - **Sexual assaults**
 - **POV accidents**
 - **Off-duty as well as on-duty risks**
- **Intended to mitigate risks associated with all hazards that could**
 - **Kill or injure persons**
 - **Damage equipment**
 - **Otherwise impact mission effectiveness**
- **The loss is the same, regardless of how the loss occurs**

CRM VERSUS RM

- **CRM principles are the same as those for Risk Management (RM)**
 - **Integrate into all phases of missions and operations**
 - **Make decisions at the appropriate levels**
 - **Accept no unnecessary risks**
 - **Apply continuously and cyclically**
 - **Don't be risk averse**
- **The same 5 steps as RM has always had**
 - **Identify hazards**
 - **Assess hazards**
 - **Develop controls and make risk decisions**
 - **Implement controls**
 - **Supervise and evaluate**
- **The RM Worksheet changed slightly**

CRM AND OFF-DUTY SAFETY

CRM is one aspect of the focus on off-duty safety

- Look at it as a principle or a way of life, rather than as a paperwork process

Key Actions for units

- Encourage personnel to apply CRM principles to off-duty safety

Example: When traveling, what hazards will I possibly encounter?

How serious will they likely be? What can I do to eliminate or

mitigate those hazards?

Use the same process when boating, using power tools, shoveling

snow, and other off-duty activities.

- Ensure personnel complete CRM training

- Six-Point POV Program

- ASMIS II for POV travel

- Supervisors counsel Soldiers under 26 or “at risk”

- Pre-holiday safety briefings, with POV safety as a primary focus.

- Identify motorcycle operators and ensure that they sign the

CRM AND OFF-DUTY SAFETY

Key Actions for units (cont)

- **Encourage participation in Motorcycle Mentorship Program**
- **Brigade Command Leave and Pass Program**
- **Commander's Safety Briefing Guide**
- **Chain of Command Calling Cards**
- **Commander's Policy on Motor Vehicle Violations/POV Safety**
- **Make Soldiers aware of implications of being at fault in a POV accident**
- **Actions taken against Soldiers with DWIs/DUIs**
- **Counseling of Soldiers at fault in vehicle accidents or with repeat traffic offenses**
- **Pre-holiday POV safety inspections**
- **Identify ATV operators and make sure they sign ATV Operator requirements and Individual Responsibility Statement**
- **Investigation of POV accidents that result in fatalities or serious injuries**

Cold Weather Injury Prevention

Best Practices

- **COMMANDERS, LEADERS, SOLDIERS**
 - **Balance Warrior Ethos/TRNG requirements w/Soldier Safety**
 - **IET & Permanent Party alike**
- **COMMANDERS:**
 - **Reverse cycle training (outside in warmer periods of the day)**
 - **Amend/Postpone/Cancel training when necessary**
 - **Be cautious regarding:**
 - Prolonged exposure**
 - Quick warming after exposure**

Cold Weather Injury Prevention

Best Practices (continued)

- **LEADERS**

- **Allow “warm up” time**
- **Ensure that warming tents are available at all training sites**
- **“When in doubt, evacuate”**
- **Realize that the initial signs of a lesser cold injury may cloud assessment of a worsening condition. Do not underestimate the possibility of a worsening condition**
- **When outside the cantonment area use the LMR radio to notify Range Control for evacuation**
- **Ensure Drill Sergeants actively check Soldiers for signs of cold weather injuries**

Cold Weather Injury Prevention Best Practices (continued)

INSTILL IN SOLDIERS:

- Do not put themselves and buddies at risk by “toughing it out”**
- Realize they are more valuable to their unit when healthy**
- Report all personal injuries (including buddies)**
- Know reporting injuries is not a sign of weakness or “telling” on buddies**
- Always follow rules for cold weather injury prevention, including drinking water to prevent dehydration**

60 Day Hazard Assessment

Initial Risk

<u>Areas of Concern</u>		
Standards & Discipline	POV and Motorcycle Operation★	Ex High
	Training and Exercises	High
	Cold Weather Injuries	High
	AMV Operations	High
	Suicides ★	High
	Recreation and R&R★	Mod
	Holiday Safety★	Mod

 Low Risk
  Moderate Risk
  High Risk
  Extremely High Risk

★ Heavy concentration on off-duty safety



POV and Motorcycle Operation

POTENTIAL RISKS

- ▣ Aggression
 - ✓ Speeding
 - ✓ Fatigue
 - ✓ Motorcycle Use
- ▣ Substance Abuse
 - ✓ Alcohol & Drugs While Driving
- ▣ Unsafe Vehicle Operation
 - ✓ Personal Vehicles Not Road Worthy
 - ✓ Driver Proficiency Degraded During Extended Deployment
 - ✓ Distracted Drivers (cell phones, eating)
 - ✓ Failure to use Seatbelts, Child Seats
 - ✓ Failure to Wear Motorcycle Helmets

CONTRIBUTING FACTORS

- ▣ Post Deployment Risk Acceptance Threshold too High
- ▣ Fatigue: Acute and Chronic
- ▣ Alcohol and Drugs
- ▣ Traffic Volume, Impatience
- ▣ Weather and Shortened Daylight Hours

CONTROLS

- ▣ Leader Engagement
 - ✓ Off-post/Off-Duty Safety
 - ✓ Know your Soldiers hobbies
- ▣ Sustain Aggressive Driver Safety
 - ✓ Know who rides motorcycles/ATVs
- ▣ Aggressive Media Campaign
- ▣ Use of Risk Reduction Program (RRP)
- ▣ Train First-Line Leaders
 - ✓ Leaders/Commanders Safety Course
 - ✓ POV Toolbox
- ▣ Know Before You Go
- ▣ Enforce Army Substance Abuse Program
- ▣ ASMIS 2 (TRADOC Safety Plan)
- ▣ Implement Mandatory Training and Veh. Inspections

Training & Exercises

POTENTIAL RISKS

- ▣ Military and Limited Visibility Operations
- ▣ Short Notice Rotational Schedule due to Wartime Commitments
- ▣ Unfamiliar Equipment
- ▣ Operational Conflicts During Joint Operations
- ▣ Training Rotations
 - ✓ Live Fire

CONTRIBUTING FACTORS

- ▣ OPTEMPO
- ▣ Winter Weather, Decreased Daylight Hours
- ▣ Fatigue and Stress
- ▣ Convoy and Rail Operations

CONTROLS

- ▣ Chain of Command Presence at Training
- ▣ Adequate Planning Time
- ▣ Risk Management Training Check, Decision Makers Identified
- ▣ Use Crawl / Walk / Run Approach to Training
- ▣ Conduct Task Force Mission Rehearsals and Mission / Safety Briefs Before Operations
- ▣ Familiarize on new equipment
- ▣ Establish outside safety communication
- ▣ Fire prevention & awareness
- ▣ Pre-Coordinate Operational Concerns During Joint Exercises
- ▣ Pre-accident planning
- ▣ Environment familiarization

Cold Weather Injuries

POTENTIAL RISKS

- ▢ Training
 - ✓ Cold Weather Injury
 - ✓ Dehydration
 - ✓ Soldier Acclimation
- ▢ Recreation in Cold Weather
- ▢ At Risk Behavior – Decompression/Deflation
- ▢ Activities conducted in remote areas
- ▢ Winter Recreation Activities

CONTRIBUTING FACTORS

- ▢ Cool and wet conditions
- ▢ Reduced Daylight Hours
- ▢ Activities Conducted in Remote Areas
- ▢ Fatigue

CONTROLS

- ▢ 1st Line Leader Engagement
 - ✓ Off-post/off-duty safety
 - ✓ Know your Soldiers hobbies
- ▢ 1st Line Leader Engagement
- ▢ Dress and pack appropriately for conditions
- ▢ Cold Weather Injury Prevention Training
- ▢ Clothing condition inspection
- ▢ Buddy System
- ▢ Warming facilities, Work Cycling
- ▢ Driver & Crew Preparation
- ▢ Mission Risk Management
- ▢ Utilize MANSCEN CWIP Best Practices

AMV Operations

POTENTIAL RISKS

- ▣ Aggression
 - ✓ Speeding
 - ✓ Fatigue
- ▣ Substance Abuse
 - ✓ Alcohol & Drugs While Driving
- ▣ Unsafe Vehicle Operation
 - ✓ Vehicle Not Road Worthy
 - ✓ Driver Proficiency
 - ✓ Failure to use Seatbelts
- ▣ Rollovers

CONTRIBUTING FACTORS

- ▣ Post Deployment Risk Acceptance Threshold too High
- ▣ Fatigue: Acute and Chronic
- ▣ Soft Shoulders
- ▣ Traffic Volume, Impatient
- ▣ Weather and Shortened Daylight Hours

CONTROLS

- ▣ Leader Engagement
- ▣ Wheeled Vehicle Accident Avoidance Training
- ▣ Rollover Drills, Seatbelts, Cargo Secure
- ▣ Use of Risk Reduction Program (RRP)
- ▣ Train First-Line Leaders
 - ✓ Leaders/Commanders Safety Course
- ▣ Know Before You Go
 - ✓ Weather
 - ✓ Road Conditions
- ▣ Driver licensing
- ▣ Mission Risk Assessment
- ▣ Have Patience

Suicides

POTENTIAL RISKS

- ▣ Loss of
- ▣ Possible Threat to Family & Acquaintances
- ▣ Humanitarian Considerations
- ▣ Access to Weapons

CONTRIBUTING FACTORS

- ▣
- ▣ Marital / Relationship Discord
- ▣ Post Holiday Depression
- ▣ Deployment Stress
- ▣ Combat Stress
- ▣ Financial Pressures / Obligations
- ▣ Substance Abuse

CONTROLS

- ▣ Leader Involvement
 - ✓ Off-post/off-duty safety
- ▣ Effective command communication and suppression of mis-information.
- ▣ Composite Risk Management
- ▣ Train 1st Line Leaders to Identify and Assist At-Risk Soldiers
- ▣ Wellness Programs
- ▣ Chaplain's Programs
- ▣ Mental Health Involvement
- ▣ Weapons and Ammunition Control Procedures
- ▣ Effective Implementation of the Risk Reduction Program (RRP)

Recreation and R&R

POTENTIAL RISKS

- ▣ POV, M
- ▣ Traffic Congestion & Construction
- ▣ At Risk Behavior – Decompression/Deflation
- ▣ Activities conducted in remote areas
- ▣ Winter Recreation Activities

CONTRIBUTING FACTORS

- ▣ High OPTEMPO
- ▣ Winter Weather and Road Conditions
- ▣ Reduced Hours of Daylight
- ▣ Fatigue

CONTROLS

- ▣ 1st Line Leader Engagement
 - ▣ Off-post/off-duty safety
- ▣ Pass Control: Early Departure / Late Arrival
- ▣ Proactive Command Information Program
- ▣ Driver and Vehicle Preparation
- ▣ Cold Weather Injury Prevention Training
- ▣ Train/Refresh in Sports
- ▣ Risk Management Training
- ▣ Suicide Prevention

Holiday Safety

Thanksgiving/Christmas/New

POTENTIAL RISKS

- ▣ Conducting activities which have no definable standards or controls.
- ▣ Human Factors
 - ✓ Overconfidence
 - ✓ Complacency to Off-Duty Hazards
 - ✓ At-Risk Behavior
- ▣ Celebrations Involving Alcohol
- ▣ Driving Long Distances
- ▣ Exposure to high risk activities
- ▣ Fire

CONTRIBUTING FACTORS

- ▣ No Supervisory Oversight While Off Duty
- ▣ Fatigue and Stress
- ▣ Alcohol & Drugs
- ▣ Extended Driving Distances - Holiday Driving
- ▣ Cold and Inclement Weather
- ▣ Candles and Additional Electrical Requirements

CONTROLS

- ▣ 1st Line Leader Engaged
 - ✓ Off-post/off-duty safety
 - ✓ Know your Soldiers plans
- ▣ Pass Control: Early Departure / Late Arrival
- ▣ Aggressive Command Information Program
- ▣ Organized Trips and Events
- ▣ Practical Local Alternatives to Driving Under the Influence
- ▣ Sustain Aggressive Driver Risk Management Programs at All Levels
- ▣ Use of Risk Reduction Program (RRP)
- ▣ Enforce Army Substance Abuse Program
- ▣ Buddy System
- ▣ Fire Safety and Extinguisher Training

UNIT SAFETY RESPONSIBILITIES FOR EXODUS

Pre-EXODUS Actions

- **Ensure that all leaders are familiar with and use the FLW EXODUS risk assessment**
- **Complete a unit risk assessment supplement to the FLW EXODUS risk assessment, if needed**
- **Brief leaders who will execute EXODUS operations on hazards potentially encountered**
- **Provide safety briefing to departing Soldiers**
- **Inform MSO of any last-minute changes in areas to be used as assembly areas**

UNIT SAFETY RESPONSIBILITIES FOR EXODUS

EXODUS Day/Night Actions

- **Provide written POV safety guidelines to parents and others arriving to pick up Soldiers by POV (provided with EXODUS OPORD)**
- **Practice cold weather injury prevention measures, to include:**
 - **Proper uniform wear**
 - **Minimizing time Soldiers spend outdoors**
 - **Use of transportation, rather than marching, in extremely cold weather**
- **Clear sidewalks of ice/heavy snow or use sand**
- **Use reflective vests and flashlights when crossing streets**
- **Minimize time Soldiers stand in vicinity of buses (CO hazard)**

60 Day Media Push

Nov - Jan

Nov 06



Dec 06



Jan 07

Winter Driving

Hunting & Gun
Safety

Continue Cold
Weather Training

Christmas/Holiday
Safety

Safety in Holiday
Travels

You Drink. You
Drive. You Lose.
Campaign

Ice & Driving on
Rural Roads

Button up your
kids for winter
weather

Fire Prevention
(FD)

Other topics will be covered in the GUIDON, Safety Channel, and the
Safety Website

Safety Website – Thanksgiving and Christmas Safety
Presentations are available



Safety Channel – Cold Weather Injury Training,
Winter Driving,
Christmas/Holiday Safety

Open Discussion

MANSCEN

**Command Sergeant
Major**

Closing Remarks



*Happy
Holidays*

